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1 MAY 1962

MEMORANDUM FOR: Chief, Materiel Staff, DPD  
Chief, Development Branch, DPD

SUBJECT: Recent J-75 Engine Flameout/Vibration  
Problems

REFERENCE:   5554 (IN 34948) 25X1A

1. Results of the test hop conducted after engine change on U-2C #378 are equal to the Flight Handbook performance specifications (see referenced cable). As you recall, this vehicle has had increasing troubles since it was returned from LAC. It finally became so bad that climbs through   had to be at 465°EGT or below to preclude a flameout, and engine roughness was present practically at all times.

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2. The purpose of this memorandum is to make the point that we should not accept less than the manufacturer's stated performance specifications as outlined in the appropriate Technical Orders. It is Agency policy that a compromise is never an acceptable substitute for proper corrective action. This is especially true in the flying business being conducted by this Agency.

3. The latest supplement of the U-2C Technical Order states that climbs through the   should be made at EGT settings of from 520-540°C for smooth engine operation. A good engine properly adjusted and installed will perform satisfactorily through these altitudes at 540°C. if our experience with aircraft #378 (and others) is an example. Although the Technical Order further states

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that it may be "occasionally" necessary to throttle below 520°C EGT, it should be considered a marginal operation - which should be carefully studied and corrected by minor maintenance if possible. When and if it becomes necessary to throttle to 520° or below on an article other than "occasionally" major replacements and/or repairs including engine changes should be initiated.

4. The above represents the view which Operations will take on engine problems of such a nature in the future. Generally speaking, the same precept applies to all other questions related to the U-2's performance and operational status.

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Chief, Special Projects Branch, DPD

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DPD/SPB/ [redacted] (30 Apr 62)

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